I CLAIM

1. A through-hull inboard propeller drive comprising:

A casing having an upper end and a lower end, upper end apparatus and lower end apparatus, said upper end apparatus being assembled on said upper end, said lower end apparatus being assembled on said lower end,

said drive further comprising a silent chain

said upper end apparatus comprising:

a drive shaft

a drive sprocket

a first and second bearing

first and second bearing carriers

first and second ends of said upper apparatus, each having a centric bore

said silent chain located between said first and second bearing carriers,

said drive sprocket being mounted on said drive shaft, said drive shaft and drive

sprocket being carried at said upper end, in said first and second bearing

said lower end apparatus comprising:

a driven shaft

third and fourth bearing

a driven sprocket

said driven sprocket being mounted on said driven shaft, said driven shaft and driven sprocket being carried in said lower apparatus, on said third and fourth bearing, said silent chain interconnecting said drive and driven sprockets, said drive and driven shafts and sprockets being a distance apart and parallel, said upper end apparatus further comprising a device for adjustment of said distance, said drive shaft being constrained by said bearing carriers mounted in said centric bores to remain parallel during said adjustment of said distance and being parallel when said adjustment is complete.

2. The propeller drive of claim 1 in which said first and second bearings are carried eccentrically in said first and second bearing carriers and further comprising a connector for interconnecting said first and second bearing carriers, said first bearing carrier being rotatably installed in said first centric bore, said second bearing carrier being rotatably installed in said second centric bore, said connector interconnecting said first bearing carrier with said second bearing carrier such

that said first and second bearing carriers are aligned, so that the movement of the connector causes equal movement of said bearing carriers, said bearings, said drive shaft and said silent chain, said drive shaft remaining parallel to said driven shaft during said adjustment and after said adjustment.

3. The propeller drive of claim 1 further comprising means to selectively prevent movement of said connector and said bearing carriers relative to said casing.

4. The propeller drive of claim 1 in which said first centric bore in said front plate and said second centric bore in said rear plate are centrally located about the same horizontal center axis.

5. The propeller drive of claim 1 in which said first centric bore in said front plate and said second centric bore in said rear plate are centrally located about the same vertical center axis but a distance apart.

6. The propeller drive of claim 2 in which said first centric bore in said front plate and said second centric bore in said rear plate are centrally located about the same horizontal center axis.

7. The propeller drive of claim 2 in which said first centric bore in said front plate and said second centric bore in said rear plate are centrally located about the same vertical center axis but a distance apart.